

REQUEST FOR PROPOSAL

Addendum # 4



Department Of Executive Services
Finance and Business Operations Division
Procurement and Contract Services Section
206-684-1681 TTY RELAY: 711

ADDENDUM DATE: December 21, 2004

RFP Title: Transit Radio System

RFP Number: 04-003PR

Due Date/Time: January 27th, 2005- 2:00 P.M.

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Q#	Section	QUESTION	ANSWER
Part A, SECTION A PROPOSAL PREPARATION			
1.	Section A-21, Proposal Submittal Requirements, B. PACKAGES Volume 4 Other Material & Addendum 2 Question #3		<p>CLARIFICATION:</p> <p>The County wants the proposer to submit your Responsiveness information that was requested under Volume 4 Tab B to be submitted instead in Volume 5: Price Proposal. Volume 4 should have been called 'Other Materials'.</p> <p>DELETE: Addendum 2 Question #3 first line under REPLACE WITH:</p> <p>Volume 4: Other Documents</p> <p>REPLACE WITH:</p> <p>Volume 4: Other Materials</p>
Part B, SECTION - PAYMENTS AND PERFORMANCE SECURITY			
2	Section 48.0 Letter of Credit	<p>Section 48 requires the Contractor to provide an irrevocable letter of credit to guarantee the faithful performance of the contract in the amount of 50% of the total contract price. After acceptance, the Contractor is also required to furnish a letter of credit during the warranty period in the amount of one million dollars (\$1,000,000).</p> <p><i>Would the County accept Performance and Payment bonds issued in an amount up to the contract value for the implementation phase and then accept annually renewable warranty/maintenance bonds for the balance of a covered period?</i></p>	<p>CLARIFICATION:</p> <p>The County is not changing the Letter of Credit requirement for the proposal submission.</p>

This RFP Addendum will be provided in alternative formats such as Braille, large print, audiocassette or computer disk for individuals with disabilities upon request.

Q#	Section	QUESTION	ANSWER
Part C, SECTION 4 Baseline Mobile Requirements			
3.	Section 4.6.E.7. Equipment Housing and Physical Requirements	<p>“Details of mounting and installation will vary among vehicle types and shall be coordinated with Metro”</p> <p>Question: For transit revenue vehicles:</p> <ol style="list-style-type: none"> 1) Can KCM tell us the distance between the mobile radio and the VLU (once they've been mounted on a vehicle) <p>OR</p> <ol style="list-style-type: none"> 2) If the distance between radio and VLU is different depending on the type of vehicle, provide a range of distances based on the different types of revenue vehicles in KCM's fleet? 	<p>CLARIFICATION:</p> <p>A precise distance or minimum & maximum range cannot be provided at this time. King County's intention is to mount the VLU near the front of the coach, for example: behind the driver's seat, or in the destination sign area or another nearby equipment compartment. The mounting location may or may not be adjacent to the mobile radio. King County understands that while it is desirable to minimize cable runs between these devices, the actual location on each fleet type cannot be determined until the County has more information on the selected VLU and understand its specific mounting and housing requirements.</p> <p>Proposers are required to include information on any mounting, housing or wiring constraints for the mobile radio equipment offered in the proposal.</p>
Part C, SECTION 7 Baseline Transit Coordinators Dispatch Console			
4.	Section 7.3 Quantities	<p>This section lists the quantities of console positions at each dispatch location. Other parts of the RFP, such as Appendix H, make reference to a dispatch location being located at Lake Union. However this section does not specifically list a console position quantity for Lake Union. Please clarify.</p> <p>Also this section of the RFP makes reference to a North Base location and a North Facilities location.</p> <p>Are "North Base" and "North Facilities" the same location?</p>	<p>CLARIFICATION:</p> <p>North Facilities and Lake Union Facilities are the same location.</p> <p>North Base is a separate location from the North Facilities.</p>
5.	Section 7.15 Interfaces for Remote Consoles	<p>This section indicates that King County Metro will be responsible for providing leased T1 or fiber links for remote dispatch console sites.</p> <p>Does this mean that each of these sites listed will have a link that will be terminated at the console electronics control location in the Central Atlantic facility?</p>	<p>CLARIFICATION:</p> <p>Yes, it is correct that each of the remote console locations will have a leased circuit terminated at the console electronics equipment at the Central/Atlantic Base (Communications Center)</p>

Q#	Section	QUESTION	ANSWER
6	Section 7.15 Interfaces for Remote Consoles	<p>Also the dispatch backup emergency center at North Base is not listed in this section.</p> <p><i>Will the six backup emergency center dispatch consoles at North Base also be linked to the console electronics control location via a lease link provided by King County Metro?</i></p>	<p>CLARIFICATION:</p> <p>The County will also provide leased circuit for the remote consoles at the Dispatch Backup Emergency Center located at the North Base. This circuit will also be terminated at the Communications Center.</p>
Part C, SECTION 9 Baseline Digital Loop Microwave System Requirements			
7.	Section 9.63 Microwave System Sites and Paths	<p>In Table 9-1, Maury Island was not included in the digital loop microwave system for the conceptual design.</p> <p><i>If the vendor proposes Maury Island as one of the proposed sites, should Maury Island be included in the loop (or multi-loop) design?</i></p>	<p>CLARIFICATION:</p> <p>All remote base station sites in the proposed system shall be included in the Digital Loop Microwave System.</p>
Part C, SECTION 14 Alternatives / Additions / Deductions			
8 .	Section 14.2.1.1 (A) Introduction	<p>This section indicates that ACCESS dispatch operations located in the Exchange Building should be interconnected by microwave spur to one of the sites in the main microwave loop. However, the conceptual microwave design in Appendix E shows the Exchange Building as part of the loop itself.</p> <p><i>Does King County prefer to have the Exchange Building interface option quoted as a microwave spur, or as a link in a microwave loop?</i></p>	<p>CLARIFICATION:</p> <p>The County's preference would be to include the ACCESS Control Center in the microwave loop. However, if line-of-sight for both microwave paths are not possible, a microwave spur from one of the microwave loops and a backup leased T1 will be acceptable.</p>